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 SUBJECT Installations and Operational Facilities
 at the Berlin-Pankow Marshaling Yard

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THIS IS UNEVALUATED INFORMATION

1. The Berlin-Pankow (N 53/Z 85) marshaling yard is located on the Berlin-Nord-
 bahnhof-Angermuende (N 54/Q 20) railroad line. ☐ It is connected to the Berlin 25X1
 Inner Ring system, to the Berlin North freight station, and to the Stettin
 freight station. Connections to the railroad lines from Berlin-Nordbahnhof
 to Kremmen (N 53/Z 57) via Berlin-Schoenholz (N 53/Z 85) and to Loewenberg
 (N 53/Z 69) are also available. The signal installations at the marshaling
 yard are in good condition. The yard is provided with section blocking facilities.
2. Trains to and from the northern parts of German and the Berlin marshaling
 yards including the Berlin-Nord and Berlin-Stettinerbahnhof freight stations
 were made up and broken up in the Pankow marshaling yard.
3. The Pankow marshaling yard at present has a capacity of 37,000 freight cars.
 This capacity could be raised to 51,000 cars per month with a corresponding
 increase in personnel and locomotives. ** Only 120 freight cars can be
 temporarily sidetracked at the marshaling yard without interference with
 operations.
4. The marshaling yard consists of the marshaling yard proper and the local freight
 station. Installations available there include 1 freight shed for express
 and piece goods with a usable floorspace of 504 square meters; 2 freight
 lines with a usable length of 460 meters; 1 end-loading ramp with a usable
 length of 8 meters; 1 side-loading ramp; 1 road with 3 sidings with a total
 usable length of 495 meters; 1 road with 2 sidings with a total usable length
 of 835 meters; one 5,000-kg and one 15,000-kg crane type GI 20; 1 loading
 gauge; one 50-ton electrically operated weighing platform for railroad cars;
 1 siding for speedy repair work; 2 locomotive maintenance installations; 1
 locomotive mooring point with 3 cranes; 1 circular shed with 22 bays for
 repair work on freight cars; 1 locomotive shop with 23 bays; 5 water towers;
 2 turntables, 24 and 16 meters in diameter; 1 combined end- and side-loading
 ramp with a usable length of 60 meters; 1 fire ramp, 40 meters long; 2 trans-
 loading ramps, 60 to 110 meters long; and 2 sidings with inspection pits.
5. Facilities available for shunting operations include 1 main hump with 5 inclined
 tracks and 2 scotch block rail brakes for the shunting of trains arriving from
 the Berlin Ring lines, the lines branching off from the Berlin-Nordbahnhof,
 and from Angermuende. An auxiliary hump with 4 assorting tracks and 3 scotch
 block rail brakes is also available.

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6. Auxiliary installations available at the Pankow marshaling yard include 1 compressor station for air brake operations, 1 water tower, and 1 large water collecting tower provided with electric pumps. Current for these installations is provided by the Berlin municipal power stations. The current has a voltage of 6,000 and is transformed in the transformer station on Granitzstrasse. The electrically operated switches PKs and PKn (sic) use current produced by storage batteries in the yard's auxiliary power plant.

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[REDACTED]

[REDACTED] a maximum of 1,622 cars was handled in one given day at the Pankow marshaling yard. This would correspond to a monthly capacity of 48,660 cars. It is therefore, believed that a monthly capacity of 51,000 cars [REDACTED] could be possible. However, since mid-1950 the number of cars handled at Berlin-Pankow during a 24-hour period seldom exceeded the 1,000-car mark. Usually only 500 to 900 freight cars were handled daily at the marshaling yard.

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